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*Flying Operations*



**T-37B AIRCREW EVALUATION CRITERIA**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*, and AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*. It establishes procedures and criteria for evaluation of all aircrews performing duties in the T-37B aircraft. File a copy of all approved waivers with this instruction. **Attachment 1** contains a glossary of references and supporting information.

This AFI does not apply to Air National Guard. Major commands (MAJCOM) will forward proposed MAJCOM-level supplements to this volume through HQ AETC/DOVV to HQ USAF/XOOT for approval prior to publication (AFPD 11-2, paragraph 4.2). After approval and publication of the MAJCOM-level supplement, the issuing MAJCOM will send one copy each to HQ USAF/XOOT, HQ AETC/DOVV, and user-MAJCOM OPRs. Field units below MAJCOM level will forward one copy of each supplement to their parent MAJCOM OPR for post-publication review. See paragraph 2. of this volume for guidance on submitting comments and suggesting improvements to this publication.

The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. The Privacy Act System Number F011 AF XO A, Air Force Operations Resource Management Systems (AFORMS), covers required information. The authority for maintenance of the system is Title 37 U.S.C. 301a, *Incentive Pay*; Public Law 92-204, *Appropriation Act for 1973*, Section 715; Public Law 93-570, *Appropriations Act for 1974*; Public Act 93-294, *Aviation Career Incentive Act of 1974*; DoD Directive 7730.57, *Aviation Career Incentive Act and Required Annual Report*; and Executive Order 9497. The Paperwork Reduction Act of 1974 as amended in 1996 affects this instruction.

This instruction contains references to the following MAJCOM-level publication which, until converted to a department-level publication, may be obtained from the respective MAJCOM publication office: AETCM 3-3, Volume 2, *Primary Flying, T-37* (projected to be AFTTP 3-3XX).

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### *Section A—General Information*

**1. Conducting Evaluations.** All evaluations will be conducted in accordance with the provisions of AFI 11-202, Volume 2, and this instruction.

**2. Recommending Changes and Waivers.** Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, to the parent MAJCOM through standardization/evaluation (stan/eval) channels. Parent MAJCOMs will forward approved recommendations to HQ AETC/DOVV in accordance with AFPD 11-2, paragraph 2.4.1. HQ USAF/XO is approval authority for changes or revisions to this instruction. Each MAJCOM's director of operations is waiver authority for this instruction. Waiver requests may be submitted in message or memorandum format.

### **3. Procedures:**

3.1. Flight examiners (FE) will use the evaluation criteria contained in **Section C** for conducting flight and emergency procedure evaluations (EPE). To ensure standard and objective evaluations, FEs must become thoroughly familiar with the prescribed evaluation criteria.

3.2. Unless specified, the examinee or FE may fly in any flight position or seat (to include chase) that will best enable the FE to conduct a thorough evaluation.

3.3. Prior to the flight, the FE will brief the examinee on the purpose of the evaluation and how it will be conducted. The examinee will accomplish required flight planning in accordance with the flight position during the evaluation. Higher headquarters FEs (and unit FEs as determined locally) will be furnished a copy of necessary mission data, mission materials, and maps (if required).

3.4. Areas required by AFI 11-202, Volume 2, are indicated in **Section B** of this instruction. When it is impossible to evaluate a required area in flight, it will be evaluated by an alternate method (that is, in a simulator or cockpit procedure trainer [CPT] or by oral examination) to complete the evaluation. This alternate evaluation will be documented as examiner's remarks in the Comments block of the AF Form 8, **Certificate of Aircrew Qualification**.

3.5. The FE will thoroughly debrief all aspects of the flight. This debrief will include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training. A squadron supervisor must be debriefed on all checkrides. Additionally, a squadron supervisor must attend the debrief if the overall grade is Q-3.

#### 4. Grading Instructions:

4.1. Tolerances in performance parameters are based on conditions of smooth air and a stable aircraft. Momentary deviations from tolerances will not be considered in grading, provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. Consider cumulative deviations when determining the overall grade.

4.2. Compare examinee performance for each area accomplished during the evaluation with the standards provided in this volume and assign an appropriate grade for the area. Derive the overall flight evaluation grade (Q-1, Q-2, or Q-3) from the area grades, based on a composite for the observed events and tasks according to AFI 11-202, Volume 2, and this instruction.

4.3. FEs will use the grading criteria in this instruction (**Table 1.**) to determine individual area grades. FE judgment must be exercised when the wording of areas is subjective and specific situations are not covered.

4.4. If the examinee receives an unqualified area grade in any of the critical areas identified in this volume, an overall unqualified (U) grade will be assigned.

4.5. FE judgment will be the determining factor in arriving at the overall grade.

4.6. The following grading criteria will be used to grade individual items on all evaluations:

**4.6.1. Q.** Performance is correct. Quickly recognizes and corrects errors.

**4.6.2. Q-.** Performance is safe, but indicates limited proficiency. Makes errors of omission or commission.

**4.6.3. U.** Performance is unsafe or indicates lack of knowledge or ability.

4.7. The general evaluation criteria in **Figure 1.** for basic aircraft control apply during all phases of flight (except as noted for specific events and instrument final approaches):

**Figure 1. General Evaluation Criteria.**

Q	Q-	U
Altitude $\pm$ 150 feet Airspeed $\pm$ 10 KIAS Course $\pm$ 5 degrees/3 NM (whichever is greater) Arc $\pm$ 2 NM	Altitude $\pm$ 300 feet Airspeed $\pm$ 20 KIAS Course $\pm$ 10 degrees/5 NM (whichever is greater) Arc $\pm$ 3 NM	Exceeded Q- limits

**5. Emergency Procedures Evaluation (EPE).** If available and configured appropriately, a flight simulator may be used to conduct the requisite EPE for the instrument/qualification evaluation. If a simulator is not used, the EPE will be conducted in an appropriate CPT. If a CPT is not used, the EPE will be given orally.

5.1. The following items will be included on EPEs:

5.1.1. Aircraft general knowledge.

5.1.2. Emergency procedures. Evaluate all boldface procedures and a minimum of one emergency procedure per phase of flight.

5.1.3. Unusual attitude recoveries.

5.1.4. At least one approach and use of standby or emergency instruments.

5.1.5. Alternate or divert airfields. Evaluate a minimum of one approach at other than home base.

5.2. For EPEs graded qualified with additional training, the FE will indicate whether the additional training must be accomplished before the next flight. Additional training and reevaluations will be accomplished according to AFI 11-202, Volume 2.

**Table 1. Pilot Evaluation Criteria.**

<b>I T E M</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
	<b>Grading Area</b>	<b>Grading Criteria</b>		
		<b>Q</b>	<b>Q-</b>	<b>U</b>
<b>1</b>	Area 1. Mission Planning.	Developed a sound plan to accomplish the mission. Checked all factors applicable to flight according to applicable directives. Was aware of alternatives available if flight could not be completed as planned. Read and initialed for all items in the FCIF or read files. Was prepared at briefing time.	Made minor errors or omissions that did not detract from mission effectiveness. Demonstrated limited knowledge of performance capabilities or approved operating procedures or rules in some areas.	Made major errors or omissions that would have prevented a safe or effective mission. Displayed faulty knowledge of operating data or procedures. Did not review or initial FCIF. Was not prepared at briefing time.
<b>2</b>	Area 2. Chart Preparation.	Prepared chart according to applicable directives.	Made minor errors or omissions that did not detract from mission effectiveness.	Made major errors or omissions that would have prevented a safe or effective mission.
<b>3</b>	Area 3. Briefing. a. Organization:	Briefing was well organized and presented in a logical sequence. Concluded briefing in time to allow for element or crew briefing (if applicable) and preflight of personal equipment and aircraft.	Events were out of sequence, hard to follow, and some were redundant.	Gave a confusing presentation. Did not allow time for element or crew briefing (if applicable) and preflight of personal equipment and aircraft.
<b>4</b>	b. Presentation:	Presented briefing in a professional manner. Made effective use of training aids. Flight members clearly understood mission requirements.	Did not make effective use of available training aids. Dwelled on nonessential mission items.	Did not use training aids. Briefing was redundant throughout. Lost interest of flight members. Presentation created doubts or confusion.
<b>5</b>	c. Mission Coverage:	Established objectives for the mission. Presented all events and technique discussion for accomplishing the mission.	Omitted some minor training events. Limited discussion of techniques.	Did not establish objectives for the mission. Omitted major training events or did not discuss techniques.

I T E M	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q-	U
6	Area 4. Ground Operations.	Established and adhered to station, start engine, and taxi and takeoff times to assure thorough preflight, check of personal equipment, etc. Accurately determined readiness of aircraft for flight. Performed all checks and procedures prior to takeoff in accordance with approved checklists and applicable directives.	Same as Q- except for minor procedural deviations that did not detract from mission effectiveness.	Omitted major items of the appropriate checklist. Made major deviations to procedure that would prevent safe mission accomplishment. Failed to accurately determine readiness of aircraft for flight. Crew errors directly contributed to a late takeoff which degraded the mission or made it noneffective.
7	Area 5. Takeoff.	Maintained smooth aircraft control throughout takeoff. Maintain runway alignment $\pm 10$ feet during takeoff. Rotated - 0 to + 10 knots of computed rotation speed. Retracted gear or flaps within airspeed limitations.	Minor flight manual procedural or technique deviations. Control was rough or erratic. Runway alignment was $\pm 25$ feet. Rotated - 0 to + 15 KIAS of computed rotation speed.	Takeoff was potentially dangerous. Exceeded aircraft or systems limitations. Raised gear or flaps too early or too late. Failed to establish proper climb attitude. Overcontrolled aircraft resulted in excessive deviations from intended flightpath.
8	Area 6. Departure (Instrument/VFR).	Performed departure as published or directed and complied with all restrictions.	Minor deviations in airspeed and navigation occurred during completion of departure.	Failed to comply with published or directed departure instructions.
9	Area 7. Clearing.	Continued through all phases of flight. Included all visual and audio sources. Took timely actions to reduce potential conflicts.	Intermittent throughout sortie. Was slow to take actions to reduce possible conflicts.	Clearing was inadequate, and actions were not taken to reduce possible conflicts.
10	Area 8. Leveloff.	Leveloff was smooth. Promptly established proper cruise airspeed.	Leveloff was erratic. Was slow in establishing proper cruise airspeed.	Leveloff was erratic. Exceeded Q- limits. Had excessive delay or failed to establish proper cruise airspeed. Failed to reset altimeter as required.

I T E M	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q-	U
11	Area 9. Cruise/Navigation.	Demonstrated satisfactory capability to navigate, using all available means. Used appropriate navigation procedures. Ensured NAVAIDs were properly tuned, identified, and monitored. Complied with clearance instructions. Was aware of position at all times. Remained within the confines of assigned airspace.	Made minor errors in procedures or use of navigation equipment. Made some deviations in tuning, identifying, and monitoring NAVAIDs. Was slow to comply with clearance instructions. Had some difficulty in establishing exact position and course.	Made major errors in procedures or use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for deviations in time and course. Did not remain within the confines of assigned airspace. Exceeded parameters for Q-.
12	Area 10. In-Flight Checks.	Performed all in-flight checks as required.	Same as Q except for minor deviations or omissions during checks which did not detract from mission accomplishment.	Did not perform in-flight checks or monitor systems to the degree that an emergency condition would have developed if allowed to continue uncorrected.
13	Area 11. In-Flight Planning.	Actively monitored fuel throughout the mission. Complied with all established fuel requirements. Adhered to briefed joker or bingo fuels. Remained within area boundaries with or without ground references. Adjusted mission profile to comply with time or fuel limitations, weather, and area limits.	Made errors in fuel management procedures that did not prevent mission accomplishment. Was slow to adjust mission profile for time or fuel limitations, weather, and area limits.	Failed to monitor fuel status or comply with established fuel requirements. Poor fuel management prevented mission accomplishment. Exceeded area boundaries. Exceeded Q-criteria.

I T E M	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q-	U
14	Area 12. Communication/IFF Procedures.	Had complete knowledge of and compliance with correct communications and IFF procedures. Transmissions were concise, accurate, and utilized proper terminology. Complied with and acknowledged all required instructions. Made all required radio transmissions. Intercockpit or interflight communication was clear, concise, and understood.	Occasional deviations from correct procedures required retransmissions or resetting codes. Was slow to initiate (or missed) several required calls. Made minor errors or omissions that did not significantly detract from situational awareness or mission accomplishment. Transmissions contained extraneous matter, were not in proper sequence, or used non-standard terminology. Intercockpit or interflight communication was sometimes unclear or confusing, but did not significantly impact mission accomplishment or flight safety.	Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous required radio calls. Inaccurate or confusing terminology significantly detracted from situational awareness, threat warning, or mission accomplishment. Unclear or confusing intercockpit or interflight communication significantly impacted mission accomplishment or flight safety.
15	Area 13. Crew Coordination/Flight Integrity.	Effectively coordinated with other crewmember throughout the mission. Contributed to the smooth and efficient operation of the aircrew.	Crew coordination was adequate to accomplish the mission. Deficiencies in crew communication or interaction resulted in degraded crew or mission efficiency.	Poor crew coordination seriously degraded mission accomplishment or safety of flight.
16	Area 14. Risk Management/Decision-making.	Effectively identified contingencies and alternatives. Gathered and cross-checked available data before deciding. Clearly stated decisions and ensured they were understood.	Made minor errors in identifying contingencies, gathering data, or communicating a decision that did not affect safe or effective mission accomplishment.	Improperly or ineffectively identified contingencies, gathered data, or communicated a decision that seriously degraded mission accomplishment or safety of flight.



I T E M	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q-	U
17	Area 15. Task Management.	Correctly prioritized and managed tasks, based on existing and new information that assured mission success.	Made minor errors in prioritization or management of task that did not effect safe or effective mission accomplishment.	Incorrectly prioritized or managed tasks that seriously degraded mission accomplishment or safety of flight.
18	Area 16. Debriefing.	Thoroughly debriefed the mission (or applicable portions). Compared mission results with initial objectives established for the mission. Debriefed deviations. Offered corrective guidance as appropriate.	Performed a limited debriefing. Did not thoroughly discuss performance in relationship to mission objectives. Did not debrief all deviations.	Did not debrief mission deviations or offer corrective guidance.
19	Area 17. Airmanship ( <b>Critical</b> ).	Executed assigned mission in a timely, efficient manner. Conducted the flight with a sense of understanding and comprehension.	( <b>NOTE</b> : Because this area is critical, Q- is not applicable.)	Decisions or lack thereof resulted in failure to accomplish the assigned mission. Demonstrated poor judgment to the extent that safety could have been compromised.
20	Area 18. Safety ( <b>Critical</b> ).	Was aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment.	( <b>NOTE</b> : Because this area is critical, Q- is not applicable.)	Was not aware of or did not comply with all safety factors required for safe operation or mission accomplishment. Did not adequately clear. Operated the aircraft in a dangerous manner. Knowingly violated established procedures or flight restrictions.
21	Area 19. Situational Awareness ( <b>Critical</b> ).	Accurately analyzed flight conditions. Planned and acted in a timely manner to ensure safe mission accomplishment. Prioritization of flight requirements assured mission success.	( <b>NOTE</b> : Because this area is critical, Q- is not applicable.)	Misanalysis of flight conditions and failure to prioritize compromised safety or mission accomplishment.

I T E M	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q-	U
22	Areas 20 - 21. Stall Recognition and Recovery (Traffic Pattern Stalls and Power-On Stalls).	Recognized approach to stall indications and recovered properly. Recovered to level flight with minimum loss of altitude. Recognized secondary stall, if entered, and recovered properly. Did not overspeed gear and (or) flaps. Recovered to level flight with minimum loss of altitude.	Delayed recovery beyond the loss of control effectiveness (for power-on stalls) or beyond the aerodynamic buffet or artificial stall warning (for traffic pattern stalls).	Failed to recognize stall indications. Misapplied flight control and throttle inputs in a manner that aggravated the stalled condition and resulted in excessive altitude loss. At anytime exceeded an aircraft limit.
23	Area 22. Slow Flight.	Airspeed was - 0 to + 5 KIAS of desired airspeed.	Airspeed was - 5 to + 10 KIAS of desired airspeed.	Maintained deviations in excess of Q- criteria.
24	Areas 23 - 24. Spin Prevention and Spin Recovery.	Recovered to level flight with minimum altitude loss. If secondary stall was entered, complied with stall recognition and recovery procedures.	Was slow to recognize aircraft departure and (or) make necessary flight control inputs. Delayed the initiation of spin recovery procedures.	Improperly executed spin procedures.
25	Area 25. Stability Demonstration.	Recognized required aircraft control inputs to prevent entering a stall or spin.	Set pitch attitude too high or too low. Maneuver effectiveness was degraded.	Maintained deviations in excess of Q- criteria.
26	Areas 26 - 27. Nose-Low and Nose-High Recoveries.	Recovered to level flight expeditiously without stall or exceeding aircraft limitations and with minimum altitude loss.	Was slow to analyze attitude or erratic in recovery to level flight. Was slow to recognize or use the proper power setting and configuration.	Failed to correctly analyze attitude and execute appropriate recovery. Used improper power setting and configuration.
27	Area 28. Maximum Performing Climbing Turns.	Aircraft control during maneuver was positive and smooth.	Aircraft control during maneuver was not always smooth and positive, but adequate.	Aircraft control was erratic. Aircraft handling caused unsatisfactory accomplishment of maneuvers.

I T E M	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q-	U
28	Area 29. Aerobatics. Perform aerobatic maneuvers with the given entry parameters, to include chandelle, lazy eight, barrel roll, aileron roll, cloverleaf, loop, Immelmann, Cuban eight, and split S.	Maneuvers were flown according to AETCM 3-3, Vol 2 (projected to be AFTTP 3-3XX), descriptions to include the following: Attained briefed entry parameters prior to beginning the maneuver; primary emphasis during aerobatic maneuvers was on use of outside references; performed smooth, positive, and coordinated maneuvers; and entries were planned to remain within area boundaries.	Entry parameters were not met and energy levels were not adequate to properly accomplish maneuver. Aircraft control during maneuvers was adequate, but not smooth and positive. Minor procedural deviations occurred.	Significantly missed entry parameters. Maneuvers were not flown according to AETCM 3-3, Vol 2 (projected to be AFTTP 3-3XX), descriptions. Maneuver aircraft control was erratic. Aircraft handling caused unsatisfactory accomplishment of maneuvers.
29	Area 30. Letdown and Traffic Entry.	Performed letdown as published or directed and complied with all restrictions directives.	Minor deviations in airspeed and navigation occurred during completion of letdown.	Failed to comply with published or directed letdown instructions or directives.
30	Areas 31 - 33. Normal Pattern/Landing (Overhead, Straight-In, and Zero Flap Patterns).	Braked as required. Airspeed in final turn and final was - 0 to + 10 KIAS. Configuration was correct. Flew appropriate final approach length, altitude, and airspeed for pattern and wind conditions. Made touchdown at proper pitch attitude with maintenance of ground track, using wing-low procedures as necessary. Made touchdown in prescribed landing zone.	Airspeed in final turn/ final was - 5 to + 15 KIAS. Normal landing touchdown was to + 1,500 feet down runway.	Exceeded Q- criteria. Configuration was improper.

I T E M	A	B	C	D
	Grading Criteria			
	Grading Area	Q	Q-	U
31	Area 34. Emergency Pattern (Prior to Configuration). Includes simulated single-engine, varied-flap settings, as appropriate.	Complied with all flight manual and operational procedures. Maintained safe maneuvering airspeed. Flew an approach compatible with the situation. Adjusted approach for type of emergency simulated.	Made minor procedural errors. Airspeed control was erratic. Errors did not detract from safe handling of the situation.	Did not comply with applicable procedures. Erratic airspeed control compounded problems associated with the emergency. Flew an approach that was incompatible with the simulated emergency. Did not adjust approach for simulated emergency.
32	Areas 35 - 37. Emergency Approach/ Landing (Configuration Through Rollout).	Used sound judgment. Configured at the appropriate position or altitude. Flew final based on recommended procedures, airspeed, and glidepath. Had smooth, positive control of aircraft. Touchdown point was according to applicable guidance and permitted safe stopping in available runway.	Safety not compromised. Configured at a position and altitude that allowed for a safe approach. Could have landed safely with the following deviations: Made minor deviations from recommended procedures, airspeed, and (or) altitudes. Required unnecessary maneuvering due to minor errors in planning or judgment. Single-engine/ no-flap touchdown was to + 2,000 feet down runway.	Judgment was unsafe. Made major deviations from recommended procedures, airspeed, and (or) altitudes. Required excessive maneuvering. Could not have landed safely. Touchdown point was not according to applicable guidance and would not have allowed for safe stopping on available runway.
33	Area 38. Go-Around.	Initiated and performed go-around promptly in accordance with AETCM 3-3, Vol 2 (projected to be AFTTP 3-3XX), and operational procedures and directives.	Was slow to initiate go-around or procedural steps.	Did not self-initiate go-around when appropriate or directed. Techniques were unsafe or applied incorrect procedures.
34	Area 39. Touch-and-Go Procedures.	Performed smooth, timely application of power and cross-check of engine instruments and runway alignment during the takeoff phase.	Performed slow application of power and cross-check of engine instruments and runway alignment during the takeoff phase.	Performed late application of power and cross-check of engine instruments and runway alignment during the takeoff phase.

I T E M	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q-	U
35	Area 40. Closed Traffic.	Maintained a minimum of 150 KIAS for start of pullup, 150 KIAS during pullup, and 120 KIAS on inside downwind. Rolled out at overhead pattern altitude $\pm 100$ feet. Complied with published directives.	Airspeed was inside downwind 120 KIAS, - 5 to + 15 KIAS. Altitude was pattern and closed pullup $\pm 200$ feet.	Exceeded Q- criteria.
36	Area 41. Breakout and Reentry.	Complied with flight manual and operational procedures. Maintained safe maneuvering airspeed and altitude.	Made minor procedural errors. Had erratic airspeed and altitude control. Errors did not detract from safe handling of the situation.	Did not comply with applicable procedures. Erratic airspeed and altitude control compromised safety.
37	Area 42. En Route Aircraft Control.	Maintained smooth positive aircraft control at all times. Complied with basic aircraft control requirements.	Late control inputs resulted in occasional deviations.	Exceeded Q- criteria. Consistently deviated from heading altitude and airspeed.
38	Area 43. Instrument Climb/Descent.	Aircraft control during instrument climb or descent was positive and smooth. Performed according to directives and appropriate to the situation or environment.	Aircraft control during instrument climb or descent was not always smooth and positive, but was adequate. Made minor procedure deviations.	Aircraft control was erratic during instrument climb or descent. Exceeded Q- criteria. Temporarily lost aircraft control.
39	Area 44. Airspeed Change.	Performed in a smooth and positive manner.	Was slow to change airspeed when required.	Failed to make directed or required airspeed corrections.
40	Area 45. Vertical S.	Performed at $\pm 200$ feet VVI, $\pm 5$ KIAS, leveloff $\pm 100$ feet. Bank angle was $\pm 5$ degrees.	Performed at $\pm 300$ feet VVI, $\pm 10$ KIAS, leveloff $\pm 200$ feet. Bank angle was $\pm 10$ degrees.	Exceeded Q- criteria.

I T E M	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q-	U
41	Area 46. Steep Turns.	Bank angle was $\pm 10$ degrees. Maintains $\pm 5$ KIAS of desired airspeed. Altitude was $\pm 200$ feet at 60-degree bank; $\pm 100$ feet at 45-degree bank. Rollout heading was $\pm 10$ degrees at 45-degree bank; $\pm 15$ degrees at 60-degree bank.	Bank angle was $\pm 20$ degrees $\pm 10$ KIAS of desired airspeed. Altitude was $\pm 300$ feet at 60-degree bank; $\pm 200$ feet at 45-degree bank. Rollout heading was $\pm 20$ degrees at 45-degree bank; $\pm 30$ at 60-degree bank.	Exceeded Q- criteria.
42	Area 47. Unusual Attitude Recoveries.	Made smooth, positive recovery to level flight with correct recovery procedures.	Was slow to analyze attitude or was erratic in recovery to level flight. Used correct recovery procedures.	Was unable to determine attitude. Used improper recovery procedures.
43	Areas 48 - 49. Wingover and Aileron Roll.	Aircraft control during maneuvers was positive and smooth. Maneuvers were performed according to directives.	Aircraft control during maneuvers was not always smooth and positive, but adequate. Made minor procedure deviations.	Aircraft control was erratic. Aircraft handling caused unsatisfactory accomplishment of maneuver. Exceeded Q- criteria.
44	Area 50. Fix to Fix.	Made small, infrequent heading changes; positioned aircraft $\pm 3$ miles of desired fix.	Made frequent or large heading changes; reached fix $\pm 4$ miles.	Exceeded Q- criteria.
45	Area 51. Holding.	Performed entry and holding according to published procedures and directives.	Made minor deviations from prescribed procedures, but safely accomplished the procedure.	Holding was not according to published procedures and directives.
46	Area 52. Penetration (Initial Approach Fix to Final Approach Fix/Descent Point).	Performed penetration and approach as published or directed and according to applicable flight manuals. Complied with restrictions. Made smooth and timely corrections.	Performed penetration and approach with minor deviations. Complied with restrictions. Slow to make corrections.	Performed the penetration and approach with major deviations. Made erratic corrections.

I T E M	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q-	U
47	Area 53. En Route Descent.	Performed descent as directed and complied with restrictions.	Performed descent as directed with minor deviations.	Performed descent with major deviations.
48	Areas 54 - 55. Interceptions/ Maintaining Course/Arc.	Complied with basic control standards. Established a valid intercept. Maintained course $\pm 5$ degrees. Established valid arc or radial intercept. Maintained arc $\pm 2$ NM.	Maintained course $\pm 10$ degrees, not to exceed 5 miles. Maintained arc $\pm 3$ NM.	Exceeded Q- criteria.
49	Areas 56 - 59. Approach/ Precision Approach, ILS, and PAR.	Performed procedures as published and according to applicable flight manual. Made smooth and timely corrections to azimuth and glide slope. Complied with decision height and position which would have permitted a safe landing. Airspeed was - 0 to + 10 KIAS. Glideslope or azimuth was within one dot. For PAR, heading was $\pm 5$ degrees of controller instruction.	Performed procedures with minor deviations. Was slow to make corrections or initiate procedures. Position would have permitted a safe landing. Airspeed was - 5 to + 15 KIAS. Glideslope was within one dot low or two dots high. Azimuth was within two dots. For PAR, heading was $\pm 10$ degrees of controller instruction.	Performed procedures with major deviations. Made erratic corrections. Exceeded Q- limits. Did not comply with decision height or position at decision height would not have permitted a safe landing. For PAR, did not respond to controller instruction.

I T E M	A	B	C	D
	Grading Criteria			
	Grading Area	Q	Q-	U
50	Areas 56 and 60 – 63. Approach/ Non-precision Approach, ASR, VOR, and Localizer.	Adhered to published or directed procedures and restrictions. Used appropriate descent rate to arrive at MDA at or before VDP or MAP. Position would have permitted a safe landing. Tolerances: airspeed - 0 to + 10 knots, heading $\pm 5$ degrees (ASR), course $\pm 5$ degrees at MAP, localizer less than one dot deflection, and MDA + 100 to - 0 feet.	Performed approach with minor deviations. Arrived at MDA at or before the MAP, but past the VDP. Position would have permitted a safe landing. Tolerances: airspeed - 5 to + 15 knots, heading $\pm 10$ degrees (ASR), course $\pm 10$ degrees at MAP, localizer within two dots deflection, and MDA - 0 to + 150 feet.	Did not comply with published or directed procedures or restrictions. Exceeded Q- limits. Maintained steady-state flight below the MDA. For ASR, did not respond to controller instruction.
51	Area 64. Low Altitude Approach.	Performed low altitude approach as published or directed and according to applicable flight manuals. Complied with restrictions. Made smooth and timely corrections.	Performed low altitude approach with minor deviations. Complied with restrictions. Was slow to make corrections.	Performed low altitude approach with major deviations. Made erratic corrections.
52	Area 65. Circling Approach.	Performed circling approach according to procedures and techniques outlined in flight manual and AFMAN 11-217, Vol 1. Aircraft control was positive and smooth. Made proper runway alignment.	Performed circling approach with minor deviations to procedures and techniques outlined in flight manual and AFMAN 11-217, Vol 1. Aircraft control was not consistently smooth, but safe. Runway alignment was varied, but go-around was not required.	Circling approach was not performed according to procedures and techniques outlined in flight manual and AFMAN 11-217, Vol 1. Had erratic aircraft control. Large deviations in runway alignment required go-around.
53	Area 66. Missed Approach.	Executed missed approach as published or directed. Completed procedures according to applicable flight manual.	Executed missed approach with minor deviations. Was slow to comply with published procedures, controller's instructions, or flight manual procedures.	Executed missed approach with major deviations or did not comply with applicable directives.



I T E M	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q-	U
<b>54</b>	Area 67. Transition to Land/Landing.	Made timely and appropriate transition based on altitude and distance that the runway environment was visually acquired. Smoothly transitioned to the landing phase.	Made slow transition to landing phase. Excessive power and pitch inputs resulted in a long or short landing.	Made late transition to landing phase. Excessive power and pitch inputs resulted in an excessively long or short landing. Was unable to land out of the approach.
<b>55</b>	Area 68. Pattern and Landing.	Performed landings according to procedures and techniques outlined in flight manual, operational procedures, or local directives.	Performed landings with minor deviations to procedures and techniques outlined in flight manual, operational procedures, or local directives.	Landing was not performed according to procedures and techniques outlined in flight manual, operational procedures, or local directives.
<b>56</b>	Area 69. Position Change.	Lead was decisive and clearly directed lead change, with wingman in an appropriate position according to directives.	Lead was slow to position the aircraft to perform the lead change.	Lead took excessive time to accomplish lead change. Procedure was not conducted according to directives.
<b>57</b>	Area 70. Visual Signals.	Were according to AFI 11-205 and clearly visible to wingman.	Were according to AFI 11-205, but not clearly visible to wingman.	Were not according to AFI 11-205 and unrecognizable to wingman.
<b>58</b>	Area 71. Formation Overhead Pattern/Landing.	Performed pitchout as required. Established downwind in accordance with formation directives. Wingman maintained a minimum spacing of 3,000 feet behind lead during pattern/landing.	Performed poor flight management. Did not consider wingman. Wingman was not unsafe, but didn't consistently maintain proper spacing.	Exceeds Q- criteria.
<b>59</b>	Area 72. Formation Takeoff (Lead).	Was smooth on controls and performed excellent wingman consideration. Ensured wingman was safely airborne prior to gear retraction.	Was occasionally rough on controls. Not unsafe, but lack of wingman consideration made it difficult for wingman to maintain position.	Was rough on controls. Did not consider wingman.

I T E M	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q-	U
<b>60</b>	Areas 73 – 79. Formation (Lead). Perform two-ship formation mission profile as lead, to include departure, fingertip, wing-work, echelon, close trail, pitchout, and rejoin.	Positively directed the flight during accomplishment of the mission and made timely inputs to correct discrepancies when required. Made sound and timely in-flight decisions. Completed the profile in a smooth manner without exceeding wingman's capabilities and degrading flight safety. Wing-work maneuvering was up to 3 Gs and 90 degrees of bank. Complied with AETCM 3-3, Vol 2 (projected to be AFTTP 3-3XX), maneuver parameter descriptions.	Performed limited flight management. In-flight decisions delayed mission accomplishment or degraded training benefit. Was occasionally rough on controls. Was not unsafe, but made it difficult for wingman to maintain position. Did not always plan ahead and (or) hesitated in making decisions. Made some deviations in procedure.	Exceeded Q- criteria.
<b>61</b>	Area 80. Offset Trail (Lead).	Was smoothly accomplished in accordance with AETCM 3-3, Vol 2 (projected to be AFTTP 3-3XX). Monitored wingman position. Maneuvered aircraft with a basic understanding of situational awareness and energy level.	Performed limited flight management. In-flight decisions delayed mission accomplishment or degraded training benefit. Occasionally rough on controls. Not unsafe, but made it difficult for wingman to maintain position. Did not always plan ahead and (or) hesitated in making decisions. Some minor deviations occurred.	Exceeded Q- criteria.
<b>62</b>	Area 81. Descent and Traffic Entry (Lead).	Performed descent and traffic entry as published or directed and complied with all restrictions or directives.	Minor deviations in air-speed and navigation occurred during descent and traffic entry.	Failed to comply with published or directed descent and traffic entry instructions or directives.

I T E M	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q-	U
<b>63</b>	Areas 82 - 83. Formation Approach/ Landing (Lead).	Was smooth on controls and considered wingman. Complied with formation landing procedures. Flew approach as published or directed. Landed in center of appropriate side of runway. Landed 1,000 feet down runway $\pm$ 500 feet.	Was occasionally rough on controls. Was not unsafe, but made it difficult for wingman to maintain position. Made some procedural deviations. Was slow to comply with published procedures. Land at + 2,000 feet down runway.	Did not monitor wingman's position or configuration. Was rough on the controls. Had no consideration for wingman. Placed wingman in unsafe situation. Made major deviations in procedures. Did not fly approach as published or directed. Flight could not land from approach.
<b>64</b>	Area 84. Formation Takeoff (Wing).	Maintained position with only momentary deviations. Maintained safe separation and complied with lead's instructions. Moved to fingertip position after gear and flaps were retracted.	Overcontrolled aircraft to the extent that formation position varied considerably.	Made abrupt position corrections. Did not maintain safe separation or formation position throughout the takeoff.
<b>65</b>	Area 85. Interval Takeoff (Wing).	Was smooth on controls. Appropriate application of power ensured a timely rejoin.	Was occasionally rough on controls. Was not unsafe, but deviations delayed rejoin.	Misapplication of the controls excessively delayed rejoin or compromised safety.

I T E M	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q-	U
66	Areas 86 - 97. Formation (Wing). Perform two-ship formation on the wing, to include fingertip, wing-work, echelon, route, crossunder, close trail, pitchout, rejoin, breakout, overshoot, lost wingman.	Fingertip: Maintained appropriate position with smooth, positive control inputs. Wingwork: Maintained position through 90 degrees of bank, 3 Gs. Echelon Turn: Same as fingertip. Route: Maintained approximate position according to other duties. Crossunders: Completed in a timely manner. Close Trail: Maintained one to two aircraft lengths behind lead, appropriate vertical position. Pitchouts: Rolled out at approximately the same altitude as lead, in trail. Rejoins: Completed in a timely manner (including overshoots). Maintained positive closure. Smooth, positive element lead in four-ship. Breakout, overshoot, and lost wingman: Accomplished in a timely manner and complied with procedures in AETCM 3-3, Vol 2 (projected to be AFTTP 3-3XX).	Varied position considerably, over-controlled, and made some procedural deviations. Was slow to accomplish maneuver or rejoins.	Was unable to perform required maneuver or rejoin. Compromised safety in an attempt to accomplish maneuver or rejoin.

I T E M	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q-	U
<b>67</b>	Area 98. Offset Trail (Wing).	Recognized changes in aspect, angle-off, and closure or range from lead aircraft. Was able to establish lead/lag/pure pursuit course. Maintained or regained sight of lead aircraft. Used power effectively to maintain appropriate offset trail position.	Was slow to recognize and react to aspect, angle-off, and closure or range from lead aircraft. Erratic power control resulted in less than optimum offset trail positioning.	Exceeds Q- criteria.
<b>68</b>	Areas 99 – 100. Formation Approach/ Landing (Wing).	Maintained position with only momentary deviations. Made smooth and immediate corrections. Maintained safe separation and complied with procedures and lead's instructions. Increased lateral spacing after stacking level and maintained it throughout touchdown and rollout.	Varied position considerably and over- controlled.	Made abrupt position corrections. Did not maintain safe separation. Made unsafe wing position and (or) procedural deviations.
<b>69</b>	Area 101. Maintenance of AF Form 70, <b>Pilot's Flight Plan and Flight Log.</b>	Completed form according to directives.	Completed form according to directives. Minor deviations did not compromise safety.	Form was not completed according to directives, major deviations, or errors that could compromise safety.
<b>70</b>	Area 102. In-Flight Computations.	Made timely and accurate computations based on flight conditions.	Was slow to compute necessary in-flight computations. Made only minor errors.	In-flight computations were omitted where necessary for the safe conduct of the mission. Made large errors.
<b>71</b>	Area 103. Maintaining Course (VFR).	Maintained $\pm 2$ miles.	Maintained $\pm 3$ miles.	Exceeded Q- criteria.

I T E M	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q-	U
72	Area 104. VFR Arrival.	Performed VFR arrival according to procedures and techniques outlined in flight manual, operational procedures, and local directives.	Performed VFR arrival with minor deviations to procedures and techniques outlined in flight manual, operational procedures, and local directives.	VFR arrival was not performed according to procedures and techniques outlined in flight manual, operational procedures, and local directives.
73	Area 105. Route Entry.	Arrived at entry point $\pm 1$ NM.	Arrive at entry point $\pm 3$ NM or route corridor, whichever was less.	Exceeded Q- criteria.
74	Area 106. Altitude Control.	Maintained 500 – 1,000 feet AGL unless obstacles or safety dictated.	Maintained no higher than 1,500 feet AGL unless obstacles or safety dictated.	Exceeded Q- criteria.
75	Area 107. Time Control.	Reached each checkpoint $\pm 90$ seconds of planned time.	Reached each checkpoint $\pm 150$ seconds of planned time.	Exceeded Q- criteria.
76	Areas 108 - 111. Low-Level Procedures (Course Control, Wind Analysis, DR Procedures, and Map Reading).	Maintained planned course $\pm 2$ NM.	Maintained planned course within route corridor.	Exceeded Q- criteria.
77	Area 112. In-Flight Data/ Fuel Procedures.	Made timely and accurate updates based on flight computations.	Was slow to compute necessary in-flight updates.	In-flight checks was omitted where necessary for the safe conduct of the mission.
78	Area 113. Escape/ Recovery.	Climbed to an appropriate, safe recovery altitude. Read map and identified landmarks along route.	Was slow to attain appropriate recovery altitude. Was slow to identify correct landmarks on route.	Climbed to incorrect altitude for recovery. Was unable to maintain proper course on recovery.
79	Area 114. IFR Approach/ Landing.	Performed procedures as published or directed and according to flight manual. Made smooth and timely response to controller instruction.	Performed procedures with minor deviations. Was slow to respond to controller instruction.	Performed procedures with major deviations or erratic corrections. Failed to comply with controller instruction.

I T E M	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q-	U
<b>80</b>	Area 115. VFR Pattern/Landing.	Performed patterns or landings according to procedures and techniques outlined in flight manual, operational procedures, and local directives. Aircraft control was smooth and positive. Was accurately aligned with runway. Maintained proper or briefed airspeed. Airspeed was - 0 to + 10 knots.	Performed patterns or landings with minor deviations to procedures and techniques outlined in flight manual, operational procedures, and local directives. Aircraft control was not consistently smooth, but safe. Alignment with runway varied. Was slow to correct to proper or briefed airspeed. Airspeed was - 5 to + 15 knots.	Approaches were not performed according to procedures and techniques outlined in flight manual, operational procedures, and local directives. Erratic aircraft control was erratic. Made large deviations in runway alignment. Exceeded Q- parameters.
<b>81</b>	Area 116. Emergency Procedures.	Displayed correct, immediate response to boldface or CAP and nonboldface emergency situations. Effectively used checklist.	Response to boldface or CAP emergencies was correct. Response to certain areas of non-boldface emergencies or follow-on steps to boldface procedures was slow or confused. Used the checklist, but was slow to locate required data.	Made incorrect response for a boldface or CAP emergency. Was unable to analyze problems or take corrective action. Did not use checklist or lacked acceptable familiarity with its arrangement or contents.
<b>82</b>	Area 117. General Knowledge. a. Aircraft General:	Demonstrated a thorough knowledge of aircraft systems, limitations, and performance characteristics.	Knowledge of aircraft systems, limitations, and performance characteristics was sufficient to perform the mission safely. Demonstrated deficiencies either in depth of knowledge or comprehension.	Demonstrated unsatisfactory knowledge of aircraft systems, limitations, or performance characteristics.
<b>83</b>	b. Flight Rules/Procedures:	Had a thorough knowledge of flight rules and procedures.	Had deficiencies in depth of knowledge.	Had inadequate knowledge of flight rules and procedures.
<b>84</b>	c. Local Area Procedures:	Had a thorough knowledge of local procedures.	Had limited knowledge of local procedures.	Had inadequate knowledge of local procedures.

I T E M	A	B	C	D
	Grading Area	Grading Criteria		
		Q	Q-	U
85	Area 118. Instruction (if applicable). a. Briefing/Debriefing:	Presented a comprehensive, instructional briefing or debriefing that encompassed all mission events. Made excellent use of training aids. Gave an excellent analysis of all events or maneuvers. Clearly defined objectives.	Made minor errors or omissions in briefing, debriefing, or mission critique. Was occasionally unclear in analysis of events or maneuvers.	Made major errors or omissions in briefing or debriefing. Analysis of events or maneuvers was incomplete, inaccurate, or confusing. Did not use training aids or reference material effectively. Briefing or debriefing was below the caliber of that expected of instructors. Failed to define mission objectives.
86	b. Demonstration of Maneuvers:	Performed required maneuvers within prescribed parameters. Provided concise, meaningful in-flight commentary. Demonstrated excellent instructor proficiency.	Performed required maneuvers with minor deviations from prescribed parameters. In-flight commentary was sometimes unclear.	Was unable to properly perform required maneuvers. Made major procedural errors. Did not provide in-flight commentary. Demonstrated below-average instructor proficiency.
87	c. Instructor Knowledge:	Demonstrated indepth knowledge of procedures, requirements, aircraft systems, performance characteristics, and mission beyond that expected of noninstructors.	Had deficiencies in depth of knowledge, comprehension of procedures, requirements, aircraft systems, performance characteristics, or mission.	Was unfamiliar with procedures, requirements, aircraft systems, performance characteristics, or mission. A lack of knowledge in certain areas seriously detracted from instructor effectiveness.



I T E M	A	B	C	D
	Grading Criteria			
	Grading Area	Q	Q-	U
88	d. Ability To Instruct:	Demonstrated excellent instructor or evaluator ability. Clearly defined all mission requirements and any required additional training or corrective action. Instruction or evaluation was accurate, effective, and timely. Was completely aware of aircraft or mission situation at all times.	Problems in communication or analysis degraded effectiveness of instruction or evaluation.	Demonstrated inadequate ability to instruct or evaluate. Unable to perform, teach, or assess techniques, procedures, systems use, or tactics. Was not aware of aircraft or mission situation at all times.
89	e. Grading Practices:	Completed appropriate training or evaluation records accurately. Adequately assessed and recorded performance. Comments were clear and pertinent.	Made minor errors or omissions in training or evaluation records. Comments were incomplete or slightly unclear.	Did not complete required forms or records. Comments were invalid, unclear, or did not accurately document performance.
90	Area 119. Publications.	Publications were current, contained all supplements and changes, and were properly posted.	Publications contained deficiencies that would not impact flight safety or mission accomplishment.	Publications were outdated and (or) contained deficiencies that would impact flight safety or mission accomplishment.

## 6. Completion of AF Form 8:

6.1. Record and certify the aircrew member's qualification, using the AF Form 8 in accordance with AFI 11-202, Volume 2.

6.2. Place all comments, with the exception of restrictions and exceptionally qualified designation (if used), on the reverse side of the AF Form 8.

6.3. All mission evaluations (whether contact, formation, instrument/navigation, or low level) will be logged as "MSN" evaluations in the Flight Phase block of the AF Form 8. Additional clarification as to the specific type of mission evaluation will be included in the Mission Description section of the Comments block.

## 7. Records Disposition. Dispose of records according to AFMAN 37-139, *Records Disposition Schedule*.

## ***Section B—Evaluation Requirements***

### **8. Guidelines:**

8.1. All evaluations will follow the guidelines set in AFI 11-202, Volume 2, Chapter 4. Pilot evaluation requirements are shown in **Table 2.** of this instruction. They are divided into the following areas: general, contact, instrument, formation, navigation, low-level procedures, and ground evaluation. Use all areas for criteria applicable to the events performed on the evaluation.

8.2. Ensure CRM skills are debriefed for all evaluations, using AF Form 4031, **CRM Skills Criteria Training/Evaluation.** Forward AF Forms 4031 to the unit CRM program manager for trend analysis.

8.3. Areas indicated in **Table 2.** with an "R" are required items for that evaluation. A required area is a specific area that must be evaluated to complete the evaluation. All required areas must be included in the flight evaluation profile. If it is impossible to accomplish a required area in flight, the FE may elect to evaluate the areas by an alternate method (for example, simulator, CPT, orally, etc.) in order to complete the evaluation. If the FE determines the required item cannot be adequately evaluated by an alternate method, the examinee will require an additional flight to complete the evaluation.

8.4. Areas in **Table 2.** indicated with an asterisk (\*) are critical items for that evaluation.

### **9. Pilot Instrument/Qualification Evaluation:**

9.1. A mission flown according to instrument flight rules (IFR) fulfills the objective of the instrument/qualification evaluation. To the maximum extent possible, this evaluation will include approaches at airfields other than the examinee's home field. The examinee will complete the following requisites:

9.1.1. Instrument refresher course (IRC) training.

9.1.2. Instrument examination.

9.1.3. Closed- and open-book qualification examinations.

9.1.4. EPE.

9.1.5. Boldface examination.

9.1.6. Publications check. Publications that will be checked during the evaluation are technical order (TO) 1T-37B-1, *USAF Series T-37B Flight Manual*; TO 1T-37B-1CL-1, *T-37B Flight Crew Checklist*; and the local in-flight guide.

**Table 2. Pilot Evaluations Requirements.**

<b>I T E M</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>
			<b>Type of Evaluation (see legend)</b>				
	<b>Area</b>	<b>Title</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>GENERAL</b>							
<b>1</b>	1	Mission Planning	R				
<b>2</b>	2	Chart Preparation					R
<b>3</b>	3	Briefing			R		
<b>4</b>	4	Ground Operations	R				
<b>5</b>	5	Takeoff	R				
<b>6</b>	6	Departure	R				
<b>7</b>	7	Clearing	R				
<b>8</b>	8	Leveloff	R				
<b>9</b>	9	Cruise/Navigation					
<b>10</b>	10	In-Flight Checks	R				
<b>11</b>	11	In-Flight Planning	R				
<b>12</b>	12	Communication/IFF Procedures	R	R	R	R	R
<b>13</b>	13	Crew Coordination/Flight Integrity			R		
<b>14</b>	14	Risk Management/Decisionmaking	R	R	R	R	R
<b>15</b>	15	Task Management	R	R	R	R	R
<b>16</b>	16	Debriefing			R		
<b>17</b>	17	Airmanship *	R	R	R	R	R
<b>18</b>	18	Safety *	R	R	R	R	R
<b>19</b>	19	Situational Awareness *	R	R	R	R	R
<b>CONTACT</b>							
<b>20</b>	20	Traffic Pattern Stalls	R	R			
<b>21</b>	21	Power-On Stalls		R			
<b>22</b>	22	Slow Flight					
<b>23</b>	23	Spin Prevention		R			
<b>24</b>	24	Spin Recovery		R			
<b>25</b>	25	Stability Demonstration					
<b>26</b>	26	Nose-Low Recovery		R			
<b>27</b>	27	Nose-High Recovery		R			
<b>28</b>	28	Maximum Performing Climbing Turns					
<b>29</b>	29	Aerobatics					
<b>30</b>	30	Letdown and Traffic Entry					
<b>31</b>	31	Normal Pattern/Landing (Overhead)	R				

I T E M	A	B	C	D	E	F	G
			Type of Evaluation (see legend)				
	Area	Title	1	2	3	4	5
32	32	Normal Pattern/Landing (Straight-In)					
33	33	Zero Flap Pattern					
34	34	Emergency Pattern (note 1)		R			
35	35	SE Pattern/Land	R				
36	36	NF Pattern/Land (Overhead) (note 2)	R				
37	37	NF Pattern/Land (Straight-In) (note 2)	R				
38	38	Go-Around					
39	39	Touch-and-Go Procedures					
40	40	Closed Traffic					
41	41	Breakout and Reentry					
<b>INSTRUMENT</b>							
42	42	En Route Aircraft Control					
43	43	Instrument Climb/Descent					
44	44	Airspeed Change					
45	45	Vertical S					
46	46	Steep Turns					
47	47	Unusual Attitude Recoveries	R				
48	48	Wingover					
49	49	Aileron Roll					
50	50	Fix to Fix					
51	51	Holding					
52	52	Penetration	R				
53	53	En Route Descent	R				
54	54	Course/Arc Interceptions					
55	55	Maintaining Course/Arc					
56	56	Approach (note 3)				R	
57	57	Precision Approach (note 4)	R				
58	58	ILS					
59	59	PAR					
60	60	Nonprecision Approach (note 4)	R				
61	61	ASR					
62	62	VOR					
63	63	Localizer					
64	64	Low Altitude Approach					

I T E M	A	B	C	D	E	F	G
			Type of Evaluation (see legend)				
	Area	Title	1	2	3	4	5
65	65	Circling Approach					
66	66	Missed Approach					
67	67	Transition to Land/Landing					
68	68	Pattern and Landing					
<b>FORMATION</b>							
<b>A. General</b>							
69	69	Position Change					
70	70	Visual Signals					
71	71	Formation Overhead Pattern/Landing					
<b>B. Lead</b>							
72	72	Takeoff					
73	73	Departure					
74	74	Fingertip					
75	75	Wingwork (note 5)					
76	76	Echelon					
77	77	Close Trail					
78	78	Pitchout					
79	79	Rejoin					
80	80	Offset Trail					
81	81	Descent and Traffic Entry					
82	82	Formation Approach					
83	83	Formation Landing					
<b>C. Wing</b>							
84	84	Takeoff					
85	85	Interval Takeoff					
86	86	Fingertip					
87	87	Wingwork (note 5)			R		
88	88	Echelon			R		
89	89	Route					
90	90	Crossunder					
91	91	Close Trail					
92	92	Pitchout					
93	93	Turning Rejoin (#2 and #3)					
94	94	Straight Ahead Rejoin			R		

I T E M	A	B	C	D	E	F	G
			Type of Evaluation (see legend)				
	Area	Title	1	2	3	4	5
95	95	Breakout					
96	96	Overshoot					
97	97	Lost Wingman					
98	98	Offset Trail					
99	99	Formation Approach					
100	100	Formation Landing					
<b>NAVIGATION</b>							
101	101	Maintenance of AF Form 70					
102	102	In-Flight Computations					
103	103	Maintaining Course (VFR)					
104	104	VFR Arrival					
<b>LOW-LEVEL PROCEDURES</b>							
105	105	Route Entry					R
106	106	Altitude Control					R
107	107	Time Control					R
108	108	Course Control					R
109	109	Wind Analysis					R
110	110	DR Procedures					R
111	111	Map Reading					
112	112	In-Flight Data/Fuel Procedures					R
113	113	Escape/Recovery					R
114	114	IFR Approach/Landing					
115	115	VFR Pattern/Landing					
<b>GROUND EVALUATION</b>							
116	116	Emergency Procedures	R	R	R	R	R
117	117	General Knowledge	R	R	R	R	R
118	118	Instruction (if applicable)		R	R	R	R
119	119	Publications	R				

**LEGEND:**

- 1 - Pilot Instrument/Qualification Evaluation
- 2 - Pilot Contact Mission Evaluation
- 3 - Pilot Formation Mission Evaluation
- 4 - Pilot Instrument/Navigation Mission Evaluation

## 5 - Pilot Low-Level Mission Evaluation

R - Required area

\* - Critical area

**NOTES:**

1. At least one emergency pattern will be accomplished on Evaluation #2.
2. One no-flap straight-in or no-flap overhead pattern is required on Evaluation #1.
3. One approach will be flown by the examinee on Evaluation #4.
4. The precision or nonprecision approach should be flown single-engine on Evaluation #1.
5. Wingwork will be accomplished to 90 degrees of bank and 2 to 3 Gs on Evaluation #3.

**10. Pilot Mission Evaluation:**

10.1. Scenarios that represent unit tasking satisfy the requirements of this evaluation. The profiles will be designed to evaluate the training, flight position, and special qualifications as well as basic air-manship of the examinee. Initial mission evaluations will be given in the primary mission of the unit.

10.2. To the maximum extent possible, instructor pilots and flight leads will brief and lead the mission. The FE may require the flight lead to fly the wing position to perform events from the wing position.

10.3. Minimum ground phase requisites are EPE and boldface examinations. If the instrument/qualification and mission evaluation eligibility periods overlap, a single EPE fulfills each requirement if it is accomplished within both eligibility periods. (A separate boldface examination is still required for each evaluation.)

10.4. Examinees will only be evaluated on those missions routinely performed by the pilot. Examinees will only be evaluated on those areas and at a performance level for which they are qualified.

10.5. T-37B mission areas are contact, formation, instrument/navigation, and low level.

**11. Formal Course Evaluation.** Syllabus evaluations will be flown according to syllabus mission profile guidelines (if stated) or on a mission profile developed from syllabus training objectives. To complete the evaluation, formal course guidelines may be modified based on local operating considerations or FE judgment. Syllabus tasks not addressed in **Section C** will be evaluated, using criterion reference objectives from the appropriate syllabus.

**12. Instructor Evaluation.** Instructor evaluations will be conducted according to AFI 11-202, Volume 2, Chapter 4. Flight evaluations will include a thorough evaluation of the examinee's instructor knowledge and ability.

***Section C—Evaluation Criteria*****13. Evaluations:**

13.1. To initially qualify as an instructor, a pilot must successfully complete a dedicated initial instructor evaluation. Subsequently, crewmembers designated as instructors will be evaluated on

their ability to instruct during all periodic evaluations. Accomplish instructor evaluations on actual instructional missions whenever possible. When students are not available or mission requirements/crew composition requirements prevent inclusion of students, the flight examiner may serve as the student for the purpose of evaluating the examinee's instructional ability.

13.2. During T-37B instrument/qualification evaluations, examinees will occupy the left seat. During T-37B mission evaluations, examinees will occupy the seat normally occupied when performing instructor duties.

MARVIN R. ESMOND, Lt General, USAF  
DCS/Air & Space Operations



## Attachment 1

## GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

***References***

AETCM 3-3, Volume 2, *Primary Flying, T-37* (projected to be AFTTP 3-3XX)  
AFPD 11-2, *Aircraft Rules and Procedures*  
AFI 11-2T-37, Volume 1, *T-37B Aircrew Training* (to be published)  
AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*  
AFI 11-205, *Aircraft Cockpit and Formation Flight Signals*  
AFMAN 11-217, *Instrument Procedures*  
AFI 11-290, *Cockpit/Crew Resource Management Program*  
AFMAN 37-139, *Records Disposition Schedule*  
TO 1T-37B-1, *USAF Series T-37B Flight Manual*  
TO 1T-37B-1CL-1, *T-37B Flight Crew Checklist*

***Abbreviations and Acronyms***

**AFORMS**—Air Force Operations Resource Management System  
**AGL**—above ground level  
**ASR**—approach surveillance radar  
**CPT**—cockpit procedures trainer  
**CRM**—cockpit/crew resource management  
**EPE**—emergency procedures evaluation  
**FCIF**—flight crew information file  
**FE**—flight examiner  
**IFF**—identification, friend or foe  
**IFR**—instrument flight rules  
**ILS**—instrument landing system  
**IRC**—instrument refresher course  
**KIAS**—knots indicated airspeed  
**MAJCOM**—major command  
**MAP**—missed approach point  
**MDA**—minimum descent altitude  
**NAVAID**—navigational aid

**NF**—no-flap

**NM**—nautical mile

**PAR**—precision approach radar

**SE**—single engine

**stan/eval**—standardization/evaluation

**VDP**—visual descent point

**VFR**—visual flight rules

**VOR**—very high frequency omnidirectional range station

**VVI**—vertical velocity indicator